

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (currently amended): A driver's cab supporting structure for a commercial vehicle, ~~in particular for a heavy commercial vehicle,~~ said structure comprising:

a stiff safety cell (4) ~~being~~ arranged in a driver's cab ~~[[(1)]]~~ area, with a front region, ~~[[(2)]]~~ and a rear side ~~[[(3)]]~~ facing a loading region; ~~[[(38)]]~~

a seating region (13) ~~being~~ surrounded by ~~[[a]]~~ the stiff safety cell, ~~[[(4)]]~~ to which a deformation region (5, 17) for absorbing deformation energy is connected between seating region ~~[[(13)]]~~ and loading region ~~[[(38)]]~~; wherein,

~~characterized~~

~~in that~~ the safety cell (4) ~~is of cage-like~~ has a cage design; and

a part of a longitudinal member ~~[[(30)]]~~ which is behind the seating region ~~[[(13)]]~~ is designed as a deformation region ~~[[(17)]]~~.

Claim 2 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein the safety cell ~~[[(4)]]~~ is ~~arranged displaceably with respect~~ displaceable relative to a vehicle frame ~~[[(43)]]~~.

Claim 3 (currently amended): The driver's cab supporting structure as claimed in claim 1 ~~[[or 2]]~~, wherein ~~characterized in that~~ the deformation region ~~(5, 17)~~ comprises part of the driver's cab ~~[(1)]~~.

Claim 4 (currently amended): The driver's cab supporting structure as claimed in claim 3, ~~characterized in that~~ wherein the driver's cab ~~(1) is designed as~~ comprises a deformation region ~~[(5)]~~ in a living or sleeping region arranged behind the seating region ~~[(13)]~~.

Claim 5 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein the deformation region ~~[(17)]~~ is arranged between the seating region ~~[(13)]~~ and a support ~~[(42)]~~ against a vehicle frame ~~[(43)]~~.

Claim 6 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein the longitudinal member ~~[(30)]~~ has an absorbing region ~~(29) which is mounted~~ upstream of the safety cell ~~[(4)]~~.

Claim 7 (currently amended): The driver's cab supporting structure as claimed in ~~either of claims 5 and 6~~, ~~characterized in that~~ claim 5, wherein the longitudinal member ~~[(30)]~~ is ~~[[of]]~~ L-shaped ~~design~~, with a first ~~limb (29) arm~~ of the longitudinal member ~~(30) being placed~~ disposed in front of the safety cell, ~~[(4)]~~ and the safety cell ~~(4) being~~ mounted on a second ~~[[limb]] arm~~.

Claim 8 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein the safety cell ~~(4) is designed in~~

~~the manner of a cuboid~~ cuboidal, with cuboid edges being formed by roll bars
[[9]].

Claim 9 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein the safety cell (4) is formed ~~from a~~ comprises separate driver's cell (10) and a separate passenger's cell (11) cells.

Claim 10 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein an additional deformation region [[6]] is mounted upstream of the safety cell [[4]].